

## THE STATE JOURNAL.

OFFICIAL PAPER OF THE CITY OF TOPEKA

By FRANK P. MACLENNAN.

## TERMS OF SUBSCRIPTION.

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Address, STATE JOURNAL, Topeka, Kansas.

THE FIRST PAPER IN KANSAS TO SECURE the leased service of the Associated Press, and to have its own editorial staff, was the State Journal. It was the first paper in Kansas to have a full-time editorial staff, and the first paper in Kansas to have a full-time editorial staff.

THE STATE JOURNAL has a regular average daily circulation in Topeka of more than 10,000 copies. It is the largest paper in the city, and the largest paper in the state. It is the only paper in the state that has a full-time editorial staff.

**Weather Indications.**  
 WASHINGTON, August 2.—Forecast until 8 p. m., Friday: For Kansas—Fair, slightly warmer Friday; northerly winds becoming southerly.

The Populists may not be very strong on sanity, but when it comes to sanitation you have their long suit.

If the Populists should carry Illinois and Indiana eastern capital needn't be alarmed it, can come to Kansas then.

The senate too has decided against the Rock Island in the towsome trouble in Oklahoma but still the trains don't stop.

It is a little strange that the butchers have just now concluded to strike when they have been working so long for cut wages.

DESS says he voted for Cleveland three times and he is ashamed of it. In this Mr. DESS has a great many ardent sympathizers.

The finding of the lost gold cask will relieve the exporters from the necessity of drawing more gold out of the treasury with which to supply its place.

The Republican plan of not commencing the campaign until September, when it is cooler, may or may not be good politics, but it is mighty good sense.

WHEN one trouble has been disposed of another seems always to arise. When congress really has agreed on the tariff bill will it have sense enough to adjourn?

DESS' declaration that he will never again become identified with strikes, but will advocate only the use of the ballot, shows that the strike hasn't been without its lessons.

The spectacle of the office seeking the man, as was said to be the case in the Iowa convention, gives an idea of what those on the inside think of Democratic success this year.

A CROP expert has given it as his judgment that there will be more wheat this year than last. What people are most interested in knowing however is whether the price will be higher.

MR. CLEVELAND is said to be disgusted with Senator Vilas' excessive adulation. That isn't to say the president doesn't like Vilas, but he would rather not have it laid on with a shovel.

CONGRESSMAN PENCE has concluded that he can't afford for business reasons, to neglect his own affairs for congress. He thinks if he looks after the pence, the dollars will take care of themselves.

If the Pullman employees are going back to work at the same wages they received before the strike it simply means that they would rather barely eke out an existence hardly worth living than starve to death.

AFTER killing a thousand or two Chinese and sinking China's largest war vessel, Japan formally declares war. Feeling sure now by the experiment that she can whip China, she feels safe in declaring war.

EX-GOVERNOR BOIES said yesterday in speaking of the Democratic party, "There is no middle ground in which it can cast anchor." This is either a mixed figure or else Mr. Boies refers to sailing in a prairie schooner.

THE indifference of Coney to the fate of the Commonwealth since he has satisfied his craving for notoriety with them and got the congressional nomination is only what was foretold by his riding in a carriage while they walked.

If the crank who visited the White house really wanted to get in he made a great mistake by carrying laborer's tools with him. Had he had a few nice crisp bonds protruding from his pocket his reception might have been different.

## KANSAS YIELDS A PLENTY.

Kansas is common with other western states has suffered considerably from the hot dry winds of late week. Rains are coming now, but it is feared, too late, in some parts of the state to save much of the corn crop. In her crops as in other matters, Kansas is a state of wonderful extremes. Either her corn and wheat

overflows all bins and heaps the ground, to the distraction of the railroad companies who seek to carry it eastward before it spoils, or else the cribs are empty. A year or two ago, Kansas turned up her cornucopia and poured 70,000,000 bushels of wheat into the world's lap. This year she brings but 28,000,000; and that's too much with wheat at forty cents a bushel.

The slim corn crop may cause some trying times in western Kansas counties, and the eastern Kansas country, where we can still count on a good, big yield, may have to do something for her more unfortunate half this coming fall and winter.

If there is destitution, however, it can not be laid up against the hot winds and the scarce rains entirely. If the farmers of Kansas had been getting anything like fair prices for their wheat and corn and cattle during recent years when they had plenty of each to sell, they would not now suffer from a single unpropitious season. It is because they have not been receiving their fair share of the return for their labor that they are hard up.

Kansas produces enough in good years to tide her easily over the bad ones.

But when a farmer has to sell his wheat for almost what it costs to raise it and has to pay the interest on the mortgage with three times as many bushels of wheat as when the mortgage was contracted, then it is easy to see how a single hard year may reduce him to the sharpest penury.

If the currency of the country hadn't been tampered with in such a way that the producer is robbed just as feloniously as if some one had inserted his hand in his pocket and taken the silver dollars out; if the representatives of the Rothschilds had not put their thumb and finger into congress and controlled the financial legislation there; if Grover Cleveland and his Wall street allies had not abrogated the Sherman act, perhaps the farmers of Kansas would have money enough now to enable them to withstand a whole or partial crop failure. It isn't what a man earns, it is what he saves that makes him rich, is an old saying.

If the Kansas farmers could have saved anything at the paltry prices they received last year and the year before, there would need be no fears now. If there is suffering in Kansas this year it is because Kansas has been robbed in her years of plenty.

## JURIES DRAWN

For the Next Term of the District and Circuit Courts.

Petit jurors to serve at the next term of the district and circuit courts have been drawn by Deputy Sheriff Tom Wilkerson and Justices A. F. Chesney and J. B. Furry on notices from the county clerk. The drawing resulted in the choice of the following jurors:

District court—J. L. Taylor, Resville township; Jacob Daubler, Soldier township; Theodore F. Orner, Potwin township; Joseph Andrews, Silver Lake township; C. W. Bauman, Tecumseh township; J. A. Easterday, Menoken township; A. L. Read, Auburn township; J. C. Packer, Monmouth township; D. B. Grosberg, Soldier township; A. D. Jones, Soldier township; George J. Coleman, Topeka.

Circuit court—A. Elkins, Silver Lake township; Charles Kraemer, city; R. B. McManis, city; George Means, city; W. W. Kitchell, Potwin; Robert Asbury, city; F. B. Beck, city; A. Massey, city; William Breast, Menoken township; I. H. Haskell, city; L. T. Gage, city; Phil Teacker, Menoken township.

## KNIGHTS OF PYTHIAS.

Supreme Chancellor Blackwell's Long Tour—Helmet Gifts.

When Supreme Chancellor Blackwell completes his present tour he will have visited 46 grand lodges officially in session and traveled over 65,000 miles.

There are about 95,000 Knights in New England.

The supreme lodge badge will be in the form of an indented rectangle pendant from a bar pin. The body of the badge will be about 1 1/2 by 1 1/4 inches, gold plated on white metal.

It is said the committee at Washington will charge an admission fee of 25 cents and 50 cents extra for reserved seats at the prize drill.

The per capita tax in the grand jurisdiction of Alabama has been fixed at \$1.50. The order has been decided to build a Pythian home.

The preparation for the reception of the visiting Sir Knights at Washington still continues.

Henry C. Allen, grand master of exchequer and captain and quartermaster of the Second regiment, U. S. Massachusetts, has been offered and accepted an honorable and responsible position under the Boston city government.

## A. and L. O. Knights of Malta.

Wilkesbarre degree commandery, No. 6, at Wilkesbarre, is doing splendid work for the order in that vicinity. They propose to confer the order of the Red Cross and Sepulchre in full form in the fall.

Each commandery stationed in Philadelphia is forming a Pilgrimage club, whose members are pledged to visit every other commandery in the city at least once a year.

The supreme grand commandery having declined to recognize the Dames of Malta as a separate organization, it is now proposed to carry out the original intention of the order by making it an honorary degree and to authorize each subordinate commandery to confer it twice in each year in their own council chamber on the lady relatives of their own members.

Knights of the Golden Eagle. Arrangements are being completed for a fall field day of all castles and commanderies in Massachusetts.

The Maine annual field day will come Aug. 11 at Sebago lake.

Forest City commandery of Portland, Me., had the right of line in the civic parade in that city on the Fourth of July.

During the past year in Pennsylvania 1,158 brothers and 142 widowed families received relief. The amount on hand and invested is \$582,874.16. Net increase of funds, \$49,159.22.

## T. T. WOODRUFF'S IDEA

IT WAS THAT NIGHT RAILROAD PASSENGERS NEED NOT LOSE SLEEP.

Webster Wagner and George M. Pullman Took It Up Where Woodruff Dropped It and Brought the Sleeping Car to Its Present State of Perfection.

A great deal more than the usual amount of attention has been bestowed of late upon the sleeping car because of the strike of the Pullman employees and the sympathy uprising that followed among the railroad men late in June and interfered with travel and transportation through the first half of July.

The facts in the early history of the sleeping car are not easy to obtain to a certainty because almost every printed account of the invention varies essentially from every other one. For instance, The Railway Age in 1893 pub-



WEBSTER WAGNER.

lished a history of the sleeping car in which it asserted that the first patent was taken out in 1859 by John H. Morrison of Detroit. The car was built with reference to storage capacity rather than comfort. A central partition divided the car, narrow seats were ranged along the partition on each side, and three tiers of bunks were let down at night. Thomas McMill of Philadelphia and John Danner of Canton, O., also took out patents that year, according to The Railway Age. Nowhere in this historical sketch appears the name of Thomas T. Woodruff or Webster Wagner, and Pullman's name is dragged in quite incidentally. Yet the world is indebted to these three men for the privilege of sleeping in comfort when traveling. The debt is one of gratitude and not of money, for all three got rich out of it.

The earliest sleeping cars of which I have been able to find any mention were operated in the thirties over the Cumberland Valley railroad between Cumberland and Harrisburg. They were so crude and uncomfortable that they were finally taken from the rails, and then the sleeping car idea practically slept until Woodruff took it up.

Woodruff was a native of Watertown, N. Y. In fact, all three of the early promoters of sleeping cars were born in the Empire State. It may be that it was the combination of New York nativity and cultivation of the sleeping car notion that caused them all to wear chin whiskers of a peculiar cut during the period of their greatest prosperity. Certainly some influence or influences worked to that end. While yet a young man Woodruff removed to Indiana and there became master car builder of the Alton and Terre Haute railroad.

Perhaps when a boy he had ridden on one of the awful sleeping cars in use at one time in Pennsylvania. At all events, he had a notion that he could make a car in which passengers could sleep with comfort, and he urged upon his employers to let him build one for them. They professed to believe that he had a good thing, but they would not put it up. They finally, like enough to get rid of him, gave him letters to some eastern men. Armed with these, Woodruff went to Rome, N. Y., and there in the office of James Tillinghast got up a model of his car. Tillinghast was then in the employ of the Rome and Watertown road, and he, like the managers of the Alton and Terre Haute, said he thought the scheme a great one, but neither would he advance any cash, and it was not until Woodruff got the idea before Car Builder Watson of Springfield, Mass., that a full sized car was built.

When the car was finished, Woodruff ran it for a little time over the New York Central and the Rome and Western railroad lines, charging 50 cents over and above the regular fare for a



GEORGE M. PULLMAN IN 1872.

night's sleep. Then Woodruff ran his car to Cleveland, Cincinnati and other cities of the then far west, and everywhere it was considered a most wonderful thing. This particular car was finally sold to the Ohio and Mississippi railroad and was worn out on the rails of that line. The extension of the Woodruff sleeping car service was rapid after that, and by 1860—the first car was built in 1856 or 1857—passengers who were willing to pay the standard price of a half dollar extra for a bed might sleep and travel.

In the meantime Webster Wagner, a

freight agent of the New York Central railroad, became much interested in the Woodruff cars, helped their inventor, and finally bought the right to build and use them on the Central line. It is from Wagner's establishment, small at first, that the only company now a serious rival of the Pullman corporation has grown. Both Woodruff and Wagner got rich as riches were once counted, and both were killed in railroad accidents. But Mr. Wagner died worth much money, while Mr. Woodruff died poor.

It was in 1857 that Pullman's attention was first seriously directed to the sleeping car problem. He had been moving buildings in Albion, N. Y., had made a few thousand dollars out of the operation and was going to Chicago to move more buildings and make more money. Before he went west he had to go to some place a night's journey distant from Albion, and he rode in one of Woodruff's or Wagner's cars. It was a wretched affair compared with the wonderful wheeled palaces that today glide easily and noiselessly over modern railroads, and the young building mover could not sleep.

As he lay and was buffeted the long night through visions came before him of what could be done to make the car ride easier and in the way of furnishing more commodious quarters to passengers. It was during that ride that he devised the six and eight wheeled trucks that are now found under sleeping cars not only, but most high class day coaches, and which contribute so materially to smooth riding. He also resolved that night that if he ever built a sleeping car it should be roomy and not constructed, as were the early Woodruff and Wagner cars, with an eye almost solely to packing in as many passengers as possible. Those old cars had three rows of bunks on each side, and while each furnished seats for only about 50 passengers there were bunks for 70.

It was not till 1864 that Pullman built his first car. He had materially "increased his basket and store" raising and moving buildings in Chicago and devoted a few years to gold mining at Pike's peak and in its vicinity and was in the prime of his manhood when he began at the bottom in the career which was to make him one of the richest men at the end of the century and spread his name to the uttermost parts of the earth. This latter is literally true, for the Chinese have just introduced Pullman cars into the Celestial Empire. Pullman was in better shape to begin than was Woodruff when he began. Woodruff was poor and had to borrow his capital; Pullman had his own. Woodruff tried to get his car up as cheaply as possible; Pullman studied how to spend money in its construction. Woodruff tried to satisfy passengers



GEORGE M. PULLMAN IN 1894.

with as little as they could get along with; Pullman strove to give them so much that they could not ask for more—at least so much that they could not find more in any other car. It took Pullman a whole year to build his first car, and when it was done it had cost \$18,000, but never was like sum more wisely expended. From the second trip—its first service was in Lincoln's funeral trip from Chicago to Springfield, Ills.—the car paid a handsome profit. Pullman himself used to make trips on this car and talk with the passengers for the purpose of getting points as to its possible improvement.

Some of the early newspaper ontivings upon the first sleepers are interesting reading in the light of present development the original idea. Said a clergyman in Kansas in a letter to the Germantown Telegraph of Sept. 7, 1856:

"Improvement marks every year among our enterprising eastern people, visible to the eye of the annual western visitor. If the Atlantic cable is a failure, the sleeping cars are not, as many a weary visitor can attest. Who would have thought a year since of going to bed at Johnstown and waking up in the neighborhood of Hollidaysburg? Fifty cents will now sleep a passenger in horizontal posture upon a comfortable bed without even being aroused by the punch of a conductor and the annoying 'Show your ticket, sir!'"

The comfort that the reverend gentleman wrote of would hardly be considered such by the modern traveler. Tishols which composed the bunks at the fittings were of the plainest possible character. The cars were lighted kerosene lamps suspended from ceiling two feet lower than the ceilings of the present cars. The heating in winter was furnished by a stove set near the center of the floor, and those who slept next to it were apt to be roasted, while occupants of the end bunks were in danger of freezing on cold nights.

It would seem that the sleeping and palace cars of the present day have reached or nearly reached perfection. Certainly in lavishment of decoration, in extravagance of luxury, they cannot be improved. Some of the latest built cars are almost barbaric in their splendor and oppressive in their upholstery and heavy drapery. M. L. DEXTER.

An Old Man's Adventure. Alexander Brownlie of Tumut, N. S. W., who has reached the venerable age of 76, was lost recently while prospecting in the ranges and wandered absolutely without food for eight days.

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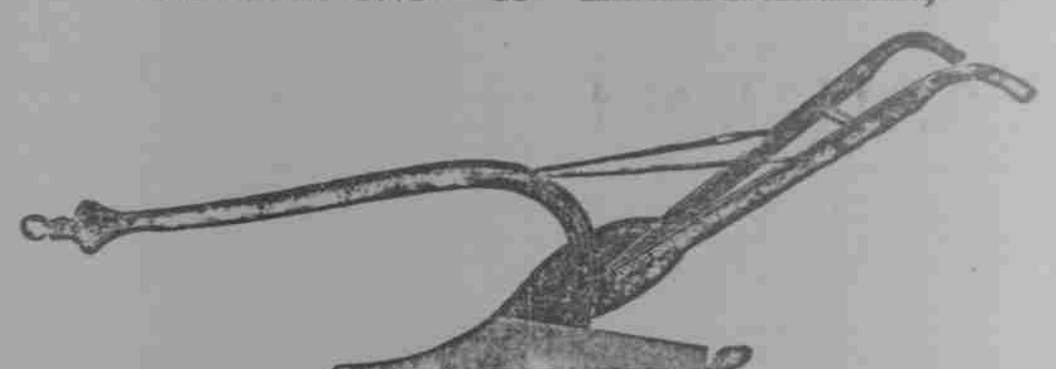
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